

**August 2002**



# MAINTENANCE BULLETIN

**Alfa Company**



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## **Construction Battalion Center**

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## **CONSUMER ADVISORY**

The National Highway Traffic Safety Administration (NHTSA) is issuing a cautionary warning to users of 15-passenger vans because of an increased rollover risk under certain conditions.

The results of a recent analysis by NHTSA revealed that 15-passenger vans have a rollover risk that is similar to other light trucks and vans when carrying a few passengers. However, the risk of rollover increases dramatically as the number of occupants increases from fewer than five occupants to over ten passengers.

In fact, 15-passenger vans (with 10 or more occupants) had a rollover rate in single vehicle crashes that is nearly three times the rate of those that were lightly loaded.

NHTSA's analysis revealed that loading the 15-passenger van causes the center of gravity to shift rearward and upward increasing the likelihood of rollover. The shift in the center of gravity will also increase the potential for loss of control in panic maneuvers.

Because of these risks, it is important that these vans be operated by experienced drivers. A person transporting 16 or more people for commercial purposes is required to have a Commercial Driver's License, which requires certain specialized knowledge and driving skills. Although the drivers of these vehicles are not required to possess a Commercial Driver's License, they should still understand and be familiar with the handling characteristics of their vans, especially when the van is fully loaded.

NHTSA's analysis reinforces the value of seat belts. Eighty percent of those nationwide that died last year in single vehicle rollovers last year were not buckled up. Wearing seat belts dramatically increases the chances of survival during a rollover crash. NHTSA urges that institutions using 15-passenger vans require seat belt use at all times.

NHTSA is making this information available because of these findings and because of several highly publicized rollover accidents involving 15-passenger vans loaded with college students (often driven by a fellow student rather than a professional driver).

While federal law prohibits the sale of 15-passenger vans for the school-related transport of high school age and younger students, no such prohibition exists for vehicles to transport college students or other passengers.

## **Ford to Replace Firestone Wilderness AT Tires**

Ford Motor Company announced it will replace all Firestone Wilderness At tires on its vehicles. Ford's action is based on analysis of data on the actual road performance of these tires, comparisons with the performance of comparable tires by other tire makers, a review of information developed by and received from the National Highway Traffic Safety Administration and extensive laboratory and vehicle testing.

The company said that many of the non-recalled Wilderness AT tires on the road today appear to perform substantially better than the tires recalled last year. However, analysis of real world performance data, information from NHTSA and lab and vehicle testing indicate that some of the non-recalled Wilderness AT tires will probably experience elevated failure rates at some time in the future.

Specifically, the company's decision to replace all Wilderness AT tires on its vehicles is based on several factors, including:

- Field data, which is real world tire performance data, recently received from Firestone showed that failure rates had increased for some of the Wilderness AT tires. Projections indicate that the failure rates, while still relatively low compared with tires recalled last year, could reach unusually high levels in the future.
- Information shared by NHTSA showed that failure rates in actual road performance for many of the non-recalled Wilderness AT tires were measurably worse than comparable tires from other manufacturers.
- Laboratory and vehicle testing by Ford shows that tire design and variations in physical characteristics of the non-recalled Wilderness AT tires make them less durable than comparable tires from other manufacturers. The comparable tires include Goodyear tires on more than 500,000 Explorers. These test results are consistent with the NHTSA information and the real world data described above.

Given the consistency among results from Firestone, NHTSA and Ford's own data, the company concluded that it does not have sufficient confidence in the future performance of some of the Wilderness AT tires and that it will take the precautionary measure of replacing all Wilderness AT tires on its customers' vehicles.

### **Tire Replacement Program**

Ford will be replacing twice as many tires as last year, and the company is working with other major tire manufacturers to expand the supply of replacement tires as rapidly as possible.

Initial details of the program:

- The company is replacing all 15, 16, and 17 inch Wilderness AT tires on Ford Motor Company products.
- Most Wilderness AT tires are found on the following Ford vehicles: Explorer, Expedition, Ranger and some F-150 pick up trucks. More than 80% of the tires in question are on Explorer.
- Tires can be obtained from the more than 3,500 authorized Ford and Lincoln Mercury dealers that carry tires or from other authorized tire retailers.
- Tires will be replaced at Ford and Lincoln Mercury dealers free of charge to customers. Ford will reimburse customers who purchase tires from other authorized retailers, with proof of purchase, up to a maximum amount. The maximum amount for 15- and 16-inch tires is \$110 per tire; for 17-inch tires, \$130 per tire.
- A list of recommended replacement tires will be available at authorized dealers and will be posted on Ford's website, [www.ford.com](http://www.ford.com) under the Breaking News header. Firestone tires will not be used as replacements in this program.

- Because real world tire performance data, information from NHTSA and technical analysis shows that newer tires, those under three years old, have much lower failure rates, Ford will be prioritizing replacement of tires based on the age of the tire. Ford will replace all tires, but will be working with its customers to prioritize the replacement of older tires.
- Ford will contact customers by mail shortly regarding the replacement process. Customers can contact Ford at any time for information through the company's toll free customer service center at 866-300-1226, or by email at [tireinquiry@ford.com](mailto:tireinquiry@ford.com)
- Other Firestone tires on Ford Motor Company vehicles are not part of this program.

SUBJECT: GROUND PRECAUTIONARY MESSAGE (GPM), TACOM CONTROL NO.  
GPM-01-021, VEHICLES AFFECTED THE VIBRATORY ROLLERS MODEL CS433C NSN  
3895-01-456-2745 AND 3895-01-456-2733 AND MODEL CS563D NSN 3895-01-  
456-2736.

```
D  XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX D
A  X          "ATTENTION"                                     X  A
N  X THIS MESSAGE CONTAINS INFORMATION THAT IS VITAL          X  N
G  X TO THE SAFETY OF ARMY PERSONNEL AND THE OPERATION        X  G
E  X OR MAINTENANCE OF ARMY EQUIPMENT.                        X  E
R  XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX R
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1. DISTRIBUTION: THIS IS A "GROUND PRECAUTIONARY MESSAGE." MACOM COMMANDERS WILL RETRANSMIT THIS MESSAGE TO ALL SUBORDINATE COMMANDS/ACTIVITIES WITHIN 24 HOURS OF RECEIPT OF THIS MESSAGE AND ACKNOWLEDGE RECEIPT OF THIS MESSAGE WITHIN FIVE WORKING DAYS TO: CDRTACOM, WARREN MI //AMSTA-LC-CIPWM// DSN 786-6096; COMMERCIAL (810) 574-6096 OR DDN ADDRESS: [SAFETYOFUSE@TACOM.ARMY.MIL](mailto:SAFETYOFUSE@TACOM.ARMY.MIL).

2. PROBLEM: CATERPILLAR, THE MANUFACTURER OF THE VIBRATORY ROLLER, HAS SENT TACOM A SAFETY RECALL NOTICE FOR THE RATCHET PULLER (COME-ALONG), NSN: 5120-01-275-2286, VENDOR: INGERSOLL-RAND, PART NUMBER: P6-H, P15H AND P15D3H. THE RATCHET PULLER IS CONTAINED IN THE UNIQUE TOOL SETS FIELDIED WITH THE VIBRATORY ROLLERS (MODEL NOS: CS433C AND CS563D). THE SWAGE CRIMPING ON THE PULLING CABLE MAY NOT HAVE A PROPER PRESSURE. THE RATCHET PULLERS COULD FAIL AND DROP THE LOAD UNEXPECTEDLY.

### 3. USER ACTIONS:

A. PARTS, ASSEMBLY, COMPONENTS OR END ITEM INSPECTION PROCEDURES: 1. EXAMINE THE RATCHET PULLER TO CONFIRM THAT IT IS AN INGERSOLL

-  
RAND PRODUCT.

2. CHECK FOR SERIAL NUMBERS ENDING IN "C00" THROUGH "L00". THE SERIAL NUMBER CAN BE FOUND ON A 1-INCH PLATE RIVETED NEAR THE STATIONARY HOOK. SOME RATCHET PULLERS NEVER HAD SERIAL NUMBER PLATES INSTALLED. IF THE SERIAL NUMBER PLATE IS NOT FOUND, THE ITEM IS NOT

SUBJECT TO THIS RECALL EFFORT.

B. CATEGORY OF MAINTENANCE: NOT APPLICABLE.

C. TASK OR INSPECTION SUSPENSE DATE: WITHIN 30 DAYS OF RECEIPT OF THIS MESSAGE.

D. CORRECTION PROCEDURES: UNITS WHO HAVE SUSPECT RATCHET PULLERS WILL CONTACT THEIR LOCAL CATERPILLAR DEALER FOR A NO CHARGE REPLACEMENT. THE UNIT SHOULD REFERENCE CATERPILLAR'S 25 APR 01 SERVICE LETTER.

E. PARTS AFFECTED BY NSN, P/N, CAGE CODE AND TECH MANUAL REF: THE AFFECTED TOOL IS MANUFACTURED BY INGERSOLL-RAND, PART NUMBERS P6H, P15H AND P15D3H. THIS ITEM IS SUPPLIED BY CATERPILLAR UNDER PART NUMBER 8S-9906/CAGE: 11083. THE GOVERNMENT PROVISIONED THIS ITEM UNDER NSN: 5120-01-275-2286. REFERENCES IN THE VIBRATORY ROLLER OPERATOR AND MAINTENANCE TECHNICAL MANUALS SHOW THE CATERPILLAR ASSIGNMENTS AND ARE AS FOLLOWS:

TYPE II: TM 5-3895-383-24: PAGES 14-10 AND 14-63

TYPE I/III: TM 5-3895-382-24: PAGE 16-7 OTHER REFERENCES TO THIS TOOL ALSO APPEAR IN THE MANUALS UNDER PART NUMBER: 144/CAGE: 98131/NSN: 3950-00-329-3309. THESE REFERENCES ARE IN ERROR AND THEY SHOULD SHOW THE CATERPILLAR ASSIGNMENTS. WE ARE IN PROCESS OF CORRECTING THE MANUALS. PERTINENT PAGES ARE:

TYPE II: TM 5-3895-383-24: PAGE B-11

TYPE II: TM 5-3895-383-24P: PAGE 291

TYPE I/III: TM 5-3895-382-24: PAGE B-11

TYPE I/III: TM 5-3895-382-24P: PAGE 279

F. REQUISITIONING INSTRUCTIONS: NOT APPLICABLE.

G. DISPOSITION OF HAZARDOUS MATERIEL: NOT APPLICABLE

H. TECHNICAL REFERENCES: CATERPILLAR SERVICE LETTER, APRIL 25, 2001 UNIT COMMANDERS, CONTACT YOUR LOCAL TACOM LOGISTICS ASSISTANCE REPRESENTATIVE (LAR) OR YOUR STATE SURFACE MAINTENANCE MANAGER UPON RECEIPT OF THIS MESSAGE FOR ASSISTANCE. FOR ASSISTANCE IN LOCATING YOUR TACOM LAR, SEE PARAGRAPH 6C.

4. TACOM/PM ACTIONS: YOU ARE REQUIRED TO PROVIDE THE FOLLOWING INFORMATION AS PART OF YOUR FOLLOW-UP ACTIONS.

A. PUBLICATIONS THAT REQUIRE CHANGE AS A RESULT OF THIS INSPECTION: TM 5-3895-382-24 AND 24P AND TM 5-3895-383-24 AND 24P WILL BE CORRECTED FOR PRE-EXISTING ERRORS.

B. FOLLOW-UP ACTIONS REQUIRED: NONE

C. ANY ADDITIONAL ASSISTANCE THAT THE MSC OR PM/PEO/WSM WILL PROVIDE THE FIELD: NONE ANTICIPATED REGARDING THIS ISSUE.

5. SUPPLY STATUS: NOT APPLICABLE

6. POCS:

A. ORIGINATOR OF THE MESSAGE: MR. RAYMOND J. BAYMA, SYSTEM ACQUISITION MANAGER FOR COMPACTION EQUIPMENT, CE/MHE, DSN: 786-8019, COM: 810-574-8019, [BAYMAR@TACOM.ARMY.MIL](mailto:BAYMAR@TACOM.ARMY.MIL).

B. PM/PEO/WSM: LTC TIMOTHY GODDETTE, PM, CE/MHE, DSN: 786-6982, COM: 810-574-6982, [GODDET@TACOM.ARMY.MIL](mailto:GODDET@TACOM.ARMY.MIL).

C. TO FIND YOUR TACOM LAR, LOG ONTO THE ARMY ELECTRONIC PRODUCT SUPPORT WEB SITE AT <https://aeprs.ria.army.mil/>. ONCE LOGGED INTO THE AEPS SITE, SELECT THE LAR LOCATOR SERVICE, THEN SELECT THE APPROPRIATE REGION, I.E.: CONUS, USAREUR, FAR-EAST, KUWAIT. SELECT THE LOCATION NEAREST YOU AND CLICK ON A NAME. THIS WILL GIVE YOU A LAR'S NAME, DSN AND COMMERCIAL PHONE NUMBER, EMAIL ADDRESS, AND PHOTO. IF YOU DON'T HAVE ACCESS TO AEPS, YOU CAN ALSO OBTAIN THIS INFORMATION BY CONTACTING THE TACOM SENIOR COMMAND REPRESENTATIVE (SCR) FOR YOUR AREA. CONUS-EAST (INCLUDES ALL UNITS EAST OF THE MISSISSIPPI PLUS FORT POLK TO INCLUDE NATIONAL GUARD AND RESERVE UNITS), DSN 367-6293, COMMERCIAL 404-464-6293. CONUS-WEST (INCLUDES ALL UNITS WEST OF THE MISSISSIPPI EXCEPT FORT POLK, TO INCLUDE ALL NATIONAL GUARD AND RESERVE UNITS), DSN 737-0263, COMMERCIAL 254-287- 0263. FORSCOM (INCLUDES SOUTHCOM, KUWAIT, CONUS UNITS DEPLOYED AND RESERVE UNITS NOT OTHERWISE COVERED) DSN 367-6204, COMMERCIAL 404- 464-6204; USAREUR (GREAT BRITAIN, GERMANY, BELGIUM, LUXEMBURG, ITALY, BOSNIA, KOSOVO, AND MACEDONIA) DSN 375-6128/7436, COMMERCIAL 01149 621-487-3461/6218, FAR EAST (INCLUDED ALASKA, HAWAII, KOREA, OKINAWA, KWAJLEIN, AND JAPAN) DSN 315-722-3036/6881, COMMERCIAL 011 82 32 520-6036/6881.

FM COMNAVSAFECEN NORFOLK VA//00/40/42//

TO ALSAFE

UNCLAS //N05100//  
ALSAFE 026/01

MSGID/GENADMIN/COMNAVSAFECEN/40-105/JUL//

SUBJ/HAZARD ALERT - 15 PASSENGER VAN TIRES//

RMKS/1. A RANDOM CHECK OF GOVERNMENT OWNED AND LEASED 15 PASSENGER VANS HAS REVEALED IMPROPER REPLACEMENT TIRES ARE INSTALLED ON SOME VEHICLES. INSTALLATION OF TIRES THAT DO NOT MEET THE MANUFACTURER'S MINIMUM RECOMMENDED TIRE SIZE AND PRESSURE REQUIREMENTS MAY RESULT IN SUDDEN TIRE FAILURE. HEAT BUILDS UP RAPIDLY AND UNPREDICTABLY, CREATING THE POTENTIAL FOR FAILURE BASED ON IMPROPER AIR PRESSURE AND OVERLOADING. SUDDEN TIRE FAILURE CAN CAUSE LOSS OF CONTROL OF THE VEHICLE, RESULTING IN A MISHAP.

2. BEFORE OPERATING ANY 15 PASSENGER VAN, CHECK THE CERTIFICATION LABEL THAT IS AFFIXED TO THE DRIVER'S SIDE DOOR PILLAR. THIS LABEL LISTS THE MINIMUM TIRE SIZE ALLOWABLE FOR THE VEHICLE AND THE COLD INFLATION PRESSURE FOR THE TIRES IS ALSO LISTED. AN EXAMPLE OF THE CERTIFICATION LABEL CAN BE FOUND IN THE VEHICLE OWNER'S MANUAL WITH INFORMATION ON TIRE REQUIREMENTS AND LOADING TO PREVENT UNSTABLE DRIVING CONDITIONS. COMPARE TIRE SIZE AND AIR PRESSURE LISTED ON THE LABEL TO THE TIRES THAT ARE ON THE VAN. YOU WILL FIND THE SIZE CLEARLY MARKED ON THE SIDE OF THE TIRES ALONG WITH THE RECOMMENDED AIR PRESSURE FOR THE TIRES. MOST 15 PASSENGER VANS REQUIRE TIRES WITH 80-85 POUNDS TIRE PRESSURE AND MAY BE MARKED WITH THE LETTERS LT FOR "LIGHT TRUCK" USE. IF THE SIZE AND AIR PRESSURE REQUIREMENT OF REPLACEMENT TIRES IS LESS THAN WHAT THE MANUFACTURER RECOMMENDS, DO NOT OPERATE THE VEHICLE UNTIL THE TIRES ARE REPLACED.

3. CONTACT THE PUBLIC WORKS OFFICE FROM WHICH THE VEHICLE IS LEASED OR THE VEHICLE MANUFACTURER OR TIRE DEALER FOR ADDITIONAL QUESTIONS CONCERNING PROPER REPLACEMENT TIRES FOR 15 PASSENGER VANS. OTHER QUESTIONS CONCERNING 15 PASSENGER VANS MAY BE DIRECTED TO THE NAVAL SAFETY CENTER'S TRAFFIC AND OFF-DUTY SAFETY DIVISION AT COML (757) 444-3520 EXT 7139 OR DSN 564-3520 EXT 7139.//

### **Daimler-Chrysler Corporation**

<b>Models:</b>	Dodge Dakota	<b>Years:</b> 1997-2000
	Dodge Durango	<b>Years:</b> 1997-2000
	Dodge Ram	<b>Years:</b> 1997-2001

**Number Involved:** 216,100

**Dates of Manufacture:** August 1996 - April 2001

**Defect:** On certain pickup trucks, the sound deadening material inside the steering wheel could become detached from the cover and housing. When this occurs, the material could interfere with the clockspring ribbon and cause an open circuit. The driver air bag system will become disabled, and the air bag warning lamp will illuminate on the instrument panel.

**Remedy:** Dealers will replace the clockspring assembly. The manufacturer has reported that owner notification began June 18, 2001. Owners who do not receive the free remedy within a reasonable time should contact Daimler-Chrysler at 1-800-843-1403.

[NHTSA Recall No. 01V153/DaimlerChrysler Recall No. 982]

### **Daimler-Chrysler Corporation**

**Models:** Dodge Caravan **Year:** 2001

Dodge Grand  
Caravan **Year:** 2001

Chrysler Town  
and Country **Year:** 2001

Plymouth  
Voyager **Year:** 2001

**Number Involved:** 41,587

**Dates of Manufacture:** March - April 2001

**Defect:** On certain minivans, the lower control arm pivot bolt could fracture. If the bolt fractures, the lower control arm could separate from the cross member, causing a loss of vehicle control.

**Remedy:** Dealers will replace the lower control arm bolts and nuts. The manufacturer has reported that owner notification began April 30, 2001. Owners who do not receive the free remedy within a reasonable time should contact Daimler-Chrysler at 1-800-843-1403.

[NHTSA Recall No. 01V152/DaimlerChrysler Recall No. 981]

### **DISTRIBUTION:**

A. THIS IS A TECHNICAL SAFETY OF USE MESSAGE. MACOM COMMANDERS WILL RETRANSMIT THIS MESSAGE TO ALL SUBORDINATE COMMANDS/ACTIVITIES WITHIN 24 HOURS OF RECEIPT OF THIS MESSAGE AND ACKNOWLEDGE RECEIPT OF THIS MESSAGE WITHIN FIVE WORKING DAYS TO: CDRTACOM, WARREN MI //AMSTA-IM-OPIA// DSN 786-6096, COMMERCIAL (810) 574-6096 OR DDN ADDRESS: [SAFETY\\_OF\\_USE@TACOM.ARMY.MIL](mailto:SAFETY_OF_USE@TACOM.ARMY.MIL) :[safety\\_of\\_use@tacom.army.mil](mailto:safety_of_use@tacom.army.mil)>.

B. MACOM COMMANDERS WILL ALSO TRACK AND REPORT COMPLIANCE OF THIS MESSAGE FOR ALL SUBORDINATE COMMANDS/ACTIVITIES TO: THE APPROPRIATE PEO/PM/WSM NLT (APPROXIMATELY 30 DAYS).

## **2. PROBLEM:**

A. THE 6.2 LITER DIESEL ENGINES ON HMMWV'S PRODUCED PRIOR TO 1991 WERE SUPPLIED WITH ASBESTOS GASKETS IN THE FOLLOWING AREAS: INTAKE MANIFOLD, CYLINDER HEAD, WATER PUMP, WATER OUTLET, WATER CROSSOVER AND WATER JACKET COVER, INJECTION PUMP, FUEL PUMP, FUEL PUMP MOUNTING PLATE AND CRANKSHAFT REAR MAIN. ENGINES PRODUCED AFTER 1991 DID NOT CONTAIN ASBESTOS GASKETS, HOWEVER, ASBESTOS-CONTAINING GASKETS IN THE SUPPLY SYSTEM OR PROCURED LOCALLY MAY HAVE BEEN USED ON THESE ENGINES DURING MAINTENANCE, INTRODUCING ASBESTOS INTO THESE ENGINES AS WELL. TECHNICAL MANUALS FOR THE HMMWV DO NOT INDICATE THAT THE GASKETS USED ON HMMWV ENGINES MAY CONTAIN ASBESTOS AND THAT SPECIAL PROCEDURES MUST BE FOLLOWED WHEN REMOVING THESE GASKETS.

B. DRY MECHANICALLY ABRASIVE REMOVAL METHODS, SUCH AS POWERED GRINDERS OR WIRE WHEELS, ARE NOT ACCEPTABLE FOR REMOVING ASBESTOS-CONTAINING MATERIELS.

## **3. USER ACTIONS:**

IMMEDIATELY UPON RECEIPT OF THIS MESSAGE, THE FOLLOWING GUIDANCE WILL BE IMPLEMENTED.

A. OPERATORS AND MAINTENANCE PERSONNEL WILL TREAT ALL GASKETS ON HMMWV ENGINES AS IF THEY CONTAIN ASBESTOS.

B. ENGINE GASKET MATERIEL CAN BE SAFELY REMOVED WITHOUT ELABORATE CONTROL METHODS. AFTER STEAM CLEANING PARTS, GASKET MATERIEL CAN BE REMOVED BY HAND SCRAPING. IF THE MATERIEL IS COMPLETELY REMOVED IN THIS FASHION, NO FURTHER CONTROLS ARE NECESSARY.

C. BEFORE ANY MAINTENANCE WORK IS PERFORMED INVOLVING GASKET REMOVAL, CONSULT THE LOCAL MEDICAL DEPARTMENT INDUSTRIAL HYGIENE REPRESENTATIVE FOR SITE SPECIFIC ASBESTOS HANDLING PROCEDURES AND DISPOSAL INSTRUCTIONS.

D. UNITS OBTAINING ENGINE/EXHAUST GASKETS THROUGH LOCAL PROCUREMENT OR CREDIT CARD PURCHASES MUST BE AWARE THAT THEY MAY RECEIVE ASBESTOS-CONTAINING MATERIEL. WHEN MAKING THESE PURCHASES, UNITS SHOULD SPECIFY "NON-ASBESTOS" AND SHOULD VERIFY THAT THE REPLACEMENT ITEMS DO NOT CONTAIN ASBESTOS PRIOR TO INSTALLING THEM ON GOVERNMENT EQUIPMENT.

## **E. UNIT COMMANDERS:**

CONTACT YOUR LOCAL TACOM LOGISTICS ASSISTANCE REPRESENTATIVE (LAR) OR YOUR STATE SURFACE MAINTENANCE MANAGER UPON RECEIPT OF THIS MESSAGE FOR ASSISTANCE. IF YOU DO NOT KNOW WHO YOUR TACOM LAR IS, FOR CONUS CALL DSN 367-6204/6293, FOR GERMANY CALL DSN 375-6128/7436 AND FOR KOREA CALL DSN 315-722-3036/3881. LARS ARE AVAILABLE TO HELP YOU.

## **4. TACOM/PM ACTIONS:**



- A. THE PM FOR THE HMMWV WILL UPDATE THE HMMWV MANUALS TO REFLECT THE POSSIBILITY OF ASBESTOS AND WARN MAINTENANCE PERSONNEL OF THE PROPER USE AND DISPOSAL REQUIREMENTS.
- B. TACOM WILL REVIEW REPLACEMENT PART PROCUREMENT ACTIONS TO ENSURE ASBESTOS-CONTAINING MATERIEL IS NOT PROCURED IN THE FUTURE.
- C. TACOM WILL ISSUE UPDATED INFORMATION CONCERNING THE RELIEF FROM THESE CONTROLS WHEN THE REVIEW IS COMPLETED.

**5. SUPPLY STATUS: N/A**

**6. POINTS OF CONTACT:**

- A. THE POC FOR TECHNICAL ISSUES REGARDING THIS MESSAGE IS MR. GEORGE JARVIS, AMSTA-CS-CZ, DSN 786-5636, COMMERCIAL (810) 574-5636 EMAIL: [JARVISG@TACOM.ARMY.MIL](mailto:JARVISG@TACOM.ARMY.MIL) [JARVISG@TACOM.ARMY.MIL](mailto:JARVISG@TACOM.ARMY.MIL)
- B. MR. DARREL DELAMIELLEURE, AMSTA-LC-CHLA, DSN 786-8331, COMMERCIAL (810) 574-8331 EMAIL: [DELAMIED@TACOM.ARMY.MIL](mailto:DELAMIED@TACOM.ARMY.MIL) [DELAMIED@TACOM.ARMY.MIL](mailto:DELAMIED@TACOM.ARMY.MIL)

PLANNED MAINTENANCE SYSTEM (PMS)

TECHNICAL FEEDBACK REPORT (TFBR)

PILE ASSEMBLY INSPECTION

Ref. Sys: ELCAS (NL), ELCAS (M)

Act ID: ACB TWO (00055105)

Orig. Date: 01/22/2002

Ser #: 1601-02

Cover Letter: No. Ser 401BM/0008 Dated 1 Feb 02

**1. General Visual Examination of Pile.** Piling shall be straight in length, round in diameter, and have uniform nominal wall thickness. New or previously used pile may have mild corrosion on the surface. Used pile shall have all the marine growth removed prior to inspection. Pile shall not have damage such as dents, bends, tears, cracks, holes, oval shape, be twisted or have less than the minimum wall thickness described below. Piling with damage shall be removed from service. Piling with minor pitting or corrosion that does not exceed the minimum wall thickness specified below is acceptable. Pile with weld joints can be reused provided the pile is in good condition as defined below. Welds shall be full penetration, sound, free of cracks, distortion or holes. A restriction on the number of welds in a given length of pile and weld spacing is described below.

**2. Maximum deviance from straightness.** A 38 feet length of pile shall be straight to within one inch of deviation from straight. Place a taut string line along the length of pile between both ends at 6 places 45 degrees apart around the circumference of the pile. Measure the distance between the center of the taut string and the outside surface of the pile. This distance shall be no greater than 1.0 inch. For any other length of pile, the variation in straightness shall be no greater than: 1/8 inch times the number of feet of total length of pile divided by 5. For example, a 20 feet length of pile shall be straight to within 0.5 inches  $[(1/8 \text{ inch} \times 20 \text{ feet}) / (5) = 0.5 \text{ inches}]$ .

**3. Maximum number of welds per 38' length.** No more than five (5) weld splices per 38' length of pile shall be removed.

**4. Minimum distance between welds.** A minimum of five (5) feet shall be maintained between any two weld splices or end of pile.

**5. Minimum thickness of pile.** The minimum wall thickness of pile shall be 0.382 inches when measured on bare clean metal anywhere on the pile. The most convenient place to measure the wall thickness is around the ends. Check the wall thickness at 8 places, every 45 degrees around the pile circumference. Also check any suspect areas that may appear to be close to or less than the minimum wall thickness. If any wall thickness measurement is less than 0.382 inches the pile shall be removed from service.

Corrosion or foreign material will interfere with the wall thickness measurement. This corrosion or foreign material shall be removed prior to measuring the wall thickness. Grinding shall be performed with a fine grinding wheel or disk on any area of the pile to be measured down to bare clean metal. Only the corrosion or foreign material shall be removed to bare clean metal. Any additional removal of bare clean metal will decrease the wall thickness and give incorrect measurements. The wall thickness shall be determined by measurement at the ground off area and shall not be less than the minimum wall thickness of 0.382 inches.

**6. Maximum/minimum out-of-round of the diameter of pile.** Measure the outside diameter of the pile in 6 measurements each separated by 45 degrees around the pile circumference. The outside diameter shall be 24 inches + /- 1/4 inch. If the outside diameter is greater or less than this value the pile shall be removed from service.

### **Durable Wood Decking for Semi-trailers**

I know first hand of the frustration in keeping lowboy trailer decking in a ready to use state. Load and offload a few tracked pieces of CESE and it is already time to replace the boards. Well here is some good news from the preventative maintenance monthly to alleviate decking problems out there in the fleet. Purple heart is a tropical wood that's stronger and more durable than the decking wood currently in use. It resists rotting, repels water, and requires very little maintenance. Purple heart wood is so hard that a carbide tipped blade is needed to cut it and carbide tipped drill bit is needed to drill through it. Purple heart wood can be ordered by using NSN 5510-01-454-8568. For each board ordered you will receive a board measuring 16'4" long, 9 7/8 " wide, and 1 7/8 " thick. The unit of measure used is board feet with each board being 27.21 board feet. There is a minimum ordering quantity is 250 board feet and approximately 325 board feet is needed to re-deck a single trailer.

### **Steel HMMWV Alternator Bracket**

Another piece of information you could use from preventative maintenance monthly. The old aluminum 60 – 100 amp alternator brackets can be replaced with NSN 5340-01-448-4245. This should make field expedient repairs a thing of the past.

### **HMMWV Fuel Tank Access Cover**

The last tidbit coming from the preventative maintenance monthly is a timesaver when having to complete HMMWV fuel sending unit repairs or replacement. The kit NSN 2510-01-454-7077 comes with the plate, instructions, and the hardware necessary to complete the installation. Just remember that the installation of this kit outlines a vehicle modification that must be approved by your TYCOM before installation.



Alternator Msg

RTTUZYUW RULSMCF0001 0800839 UUUU--RULSMCF RHMCSUU.

ZMR UUUUU

R 220840Z MAR 02 ZYB

FROM: COMMARCORSYS COM QUANTICO VA//GTES/PM MTVR//

TO: COMMARFORPAC

COMMARFORLANT//G-3/G-4//

COMMARFORRES//G-3/G-4//

I MEF//G-3/G-4//

II MEF//G-3/G-4//

III MEF//G-3/G-4//

CG MCB CAMP LEJEUNE NC//TRNG/MCCSS//

MARCOREP FT LEONARD WOOD MO//JJJ//

INFO: COMMARCORSYS COM QUANTICO VA//GTES/PM MTVR//

UNCLAS //5000//

MSGID/GENADMIN//MARCORSYS COM QUANTICO VA//

SUBJ/MTVR SAFETY ALERT

REF/A/M 10629 10//

NARR/REF A IS THE MTVR OPERATOR MANUAL//

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RMKS/1. THERE HAVE BEEN THREE RECENT INCIDENTS OF MTVR'S EXPR SMOKING OR BURNING ALTERNATORS. EFFORTS ARE ONGOING BY PM MTVR AND OSHKOSH TRUCK TO DETERMINE THE CAUSE AND PROVIDE CORRECTIVE ACTION. THIS EFFORT IS ANTICIPATED TO BE COMPLETE IN EARLY APR 2002, HOWEVER, IN THE INTERIM, THE FOLL OPERATIONAL AND MAINT PROCEDURES ARE RECOMMENDED TO USING UNITS.

2. DAILY OPERATOR OPERATIONAL CHECK: A. BEFORE STARTING THE ENGINE THE ALTERNATOR WILL BE PHYSICALLY CHECKED FOR SIGNS OF SMOKE, HEAT, OR BURNING. VISUALLY INSPECT THE ALTERNATOR FOR ANY SIGNS OF SMOKE, MELTING, OR OTHER PHYSICAL DAMAGE THAT WOULD INDICATE IT HAD BURNED OR WAS BURNING. THE OPERATOR SHOULD ALSO BE ATTENTIVE TO ANY ODORS THAT WOULD INDICATE ELECTRICAL BURNING. IF THERE ARE NO APPARENT SIGNS OF BURNING, THE OPERATOR SHOULD THEN CAUTIOUSLY TOUCH THE ALTERNATOR AND FEEL FOR SIGNS OF HEAT, PARTICULARLY IN THE REAR SECTION OF THE ALTERNATOR WHERE THE ELECTRICAL CABLES ARE ATTACHED. IF THERE ARE ANY SIGNS OF HEAT OR SMOKE, DO NOT START THE VEH AND IMMEDIATELY NOTIFY MAINTENANCE.

B. IF THERE ARE NO SIGNS OF BURNING AND THE ALTERNATOR IS COOL TO THE TOUCH, THE TRUCK CAN BE STARTED. THE VOLT GAUGE (ITEM 21, FIGURE 27 SHEET 5), ON PAGE 2-58, TM-10629-10) NEEDS TO BE MONITORED DURING THE STARTING PROCESS. THE VOLTAGE SHOULD READ IN THE GREEN BAND WITHIN 1 MIN AFTER THE ENGINE STARTS. IF THE VOLTAGE READING REMAINS IN THE YELLOW BAND, SHUT THE ENGINE DOWN AND CALL MAINT. ONCE THE VEHICLE IS STARTED, LET IT IDLE FOR ABOUT FIVE MINUTES WHILE PERFORMING OTHER BEFORE OPERATIONS CHECKS. ONCE AGAIN, IMMEDIATELY PRIOR TO MOVING THE TRUCK, VISUALLY INSPECT THE ALTERNATOR FOR SMOKE OR AN ELECTRICAL BURNING SMELL. IF THERE IS SMOKE OR AN ELECTRICAL BURNING

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SMELL, STOP THE ENGINE AND IMMEDIATELY NOTIFY MAINT.

C. IF THERE ARE NO ADDITIONAL SIGNS OF BURNING, PROCEED ON THE MISSION. WHILE OPERATING THE VEH MONITOR THE VOLT GAUGE. IF THE VOLTAGE DROPS TO LESS THAN 24 VOLTS (IN THE YELLOW BAND) IMMEDIATELY PULL TO THE SIDE OF THE ROAD, STOP THE VEHICLE, SHUT THE ENGINE DOWN, AND CALL FOR MAINTENANCE.

AT ANY INTERMEDIATE STOPS DURING THE MISSION, VISUALLY CHECK THE ALTERNATOR FOR SIGNS OF SMOKE OR THE SMELL OF ELECTRICAL BURNING.

D. AT THE END OF THE MISSION, SHUT THE ENGINE DOWN, AND VISUALLY CHECK THE ALTERNATOR FOR SIGNS OF SMOKE OR THE SMELL OF ELECTRICAL BURNING BEFORE FINALLY LEAVING THE VEHICLE.

E. WARNING: WHENEVER THERE ARE FLAMES OR SMOKE COMING FROM THE ALTERNATOR, DISCONNECT THE NEGATIVE BATTERY TERMINAL BEFORE ATTEMPTING TO EXTINGUISH THE FIRE WITH THE ON-BOARD VEH EXTINGUISHER. THIS STOP THE ELECTRIC POWER SUPPLYING "FUEL" TO THE FIRE.

3. ORGANIZATIONAL MAINTENANCE TEST PROCEDURE:  
THE FOLLOWING ORG MAINT TEST PROCEDURE IS TO CHECK THE MTRV FOR ELECTRICAL CURRENT LEAKAGE IN THE ALTERNATOR THAT COULD POTENTIALLY PROGRESS INTO ELECTRICAL DAMAGE TO THE ALTERNATOR. THIS TEST PROCEDURE SHOULD BE PERFORMED ON ALL VEHICLES AS SOON AS POSSIBLE.

4. TURN THE BATTERY DISCONNECT SWITCH (FIGURE 2-9, ITEM 4, PAGE 2-70, TM-10629-10) TO ON AND TURN THE IGNITION SWITCH (ITEM 70, FIGURE 2-7 SHEET 15), PAGE 2-68, TM-10629-10) TO THE ON POSITION.

5. CHECK THAT THE VOLT GAGE READS BETWEEN 22 AND 28 VOLTS. AS LONG AS BATTERY VOLTAGE IS BETWEEN THE 22 AND 28 VOLTS, TURN OFF THE IGNITION SWITCH AND THE BATTERY DISCONNECT SWITCH. IF BATTERIES ARE NOT WITHIN THE 22 TO 28 VOLT RANGE, CONTACT THE OSHKOSH FIELD SERVICE REPRESENTATIVE (FSR) BEFORE ANY FURTHER ACTION IS TAKEN.

A. WITH ENGINE NOT RUNNING AND BOTH IGNITION SWITCH AND THE BATTERY DISCONNECT SWITCH IN THE OFF POSITION, DISCONNECT THE NEGATIVE BATTERY TERMINAL.

B. REMOVE THE FUSE FROM WIRE NUMBER 1976, LOCATED ON THE INSIDE REAR WALL OF THE BATTERY BOX.

C. CHECK TO INSURE THE COMMON NUMBER 1 TOOL SET MULTI-METER IS SET IN THE MILLIAMP (MA) RANGE AND IS FUNCTIONING PROPERLY BY PERFORMING THE FOLL STEPS.

D. INSURE BLACK TEST LEAD IS PLUGGED INTO THE COMMON PLUG ON THE MULTI-METER AND THE RED LEAD IS PLUGGED INTO THE MILLIAMP PLUG ON THE METER (NOT VOLTAGE PLUG).

E. CONNECT THE BLACK LEAD TO A 470 TO 560-OHM RESISTOR. TOUCH THE OTHER END OF THE RESISTOR LEAD TO THE NEGATIVE BATTERY STUD. TOUCH THE RED LEAD TO THE BATTERY POSITIVE STUD. THE METER SHOULD READ 40 TO 55 MILLIAMPS.

6. WITH THE BLACK LEAD AND CONNECTED RESISTER STILL ON THE

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NEGATIVE BATTERY STUD, MOVE THE RED LEAD FROM POSITIVE STUD AND TOUCH TO THE TERMINAL CLAMP THAT HAS BEEN REMOVED FROM THE NEGATIVE BATTERY STUD. HOLD FOR APPROXIMATELY 15 SECONDS TO ALLOW THE MULTI-METER READING TO STABILIZE.

7. RECORD THE STABILIZED AMPERAGE READING. NORMAL AMPERAGE READING SHOULD BE MORE THAN 0, BUT LESS THAN 3.0 MA. IF THE ALTERNATOR MA READING IS ABOVE 3.0 MA, CONTACT THE OSHKOSH FSR BEFORE ANY FURTHER ACTION IS TAKEN. IF THE READING IS 0, REDO STEPS 3.B. AND 4 ABOVE. IF READING IS STILL 0, CONTACT THE OSHKOSH FSR BEFORE ANY FURTHER ACTION IS TAKEN.

8. WIPE CLEAN BATTERY TERMINALS AND CABLE CONNECTIONS AND REATTACH THE CABLES TO THE BATTERIES. TIGHTEN THE BATTERY TERMINAL BOLT AND TORQUE TO 84-96 INCH LBS. COVER ENTIRE TERMINAL CONNECTION WITH CORROSION PREVENTIVE COMPOUND.//

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